

REMARKS

Claims 2, 7, 10, and 12 were rejected under 35 USC 112, second paragraph as being indefinite for failing to particularly point out and distinctly claim the subject matter which the Applicant regards as the invention. In particular, in claim 2, the reference to the air conditioning insulation parts or likewise is deleted and the term components is changed to installation components. Regarding claim 7, 10, and 12 the claims have now been amended to read only on a single limitation. The Amendment to the claim should overcome the rejection under 35 USC, 112, second paragraph.

Claims 1-5, 9, 14, 16, and 17 were rejected under 35 USC 102(e) as being anticipated by Schönebeck (US 7,097,234). Claim 1 has been amended to distinguish from Schönebeck. Claim 1 now features that the first rib structure has an end surface complementary to an end surface of the second rib structure and that the first and second rib structures are engaged with one another and the complementary end surfaces of the first and second rib structures meet with a positive fit. The end surfaces in Schönebeck are not complementary to each other and do not meet with a positive fit. As shown in Figure 2 of Schönebeck, the ribs 14 do not fit within the recesses 16 with a positive fit. Further as stated in column 1, 1. 66 to column 3, 17 and with reference to Figures 3 and 4 the angle of taper of the protrusion 14 is larger than the angle of taper of the recess 16. The front face of the protrusion 14 has a diameter smaller than the front face surface of the recess. In addition, the diameter of the bottom area of the recess 16 is configured to be smaller than the diameter of the front face of the protrusion 14. The diameter of the foot surface area of the protrusion is also larger than the diameter of the front surface area of the recess 16. It is evident from this description and Figures 3 and 4 that the ribs/protrusions 14 are not complementary with the recesses 16. The difference in the relative shapes of the protrusions 14 and recesses 16 are provided for a different function than the ribs and recesses in the present invention. The purpose of the configuration in Schönebeck focuses on the highest possible absorption of energy by wedging the sections of the first and second parts. Due to the fact that the first and second parts are pushed very closely together, the geometrical moments of inertia, in particular on bending, are decreased.

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In contrast, the present invention provides a positive fit of first and second rib structures in order to prevent sliding between the first and second wall; and especially to greatly increase the geometrical moments of inertia, in particular on bending, so that penetration of the components from the motor space in the vehicle interior can be prevented.

Claim 19 has been added to also include the feature of foam arranged in the space between the first and second walls. Paragraph [0011]. The foam provides an acoustic isolation between the motor and the passenger compartment. This feature is not shown or disclosed in Schönebeck.

This amendment should place this case in condition for passing to issue. Such action is requested. If the Examiner feels that prosecution of the present application can be expedited by way of an Examiner's amendment, the Examiner is invited to contact the Applicant's attorney at the telephone number listed below.

Respectfully submitted,

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